In all things at all times.

one best. The best is the Equitable. If you wish to know why, send for: 1, the

report of the Superintendent of Insurance for the State of New York on the examination of

the Equitable; 2, for actual results of maturing policies; 3, for statement of death claims paid

in 1894. Then you will know the three great reasons of The Equitable's supremacy: 1st,

its financial stability; 2d, its great profits and advantages to living policy-holders; 3d, the

THE EQUITABLE LIFE ASSURANCE SOCIETY

Nebraska Branch Office, 206 and 208 Bee Building, Omaha, Neb.

OF THE UNITED STATES.

and an analysis and an analysi

Increase in Payment to

Policy Holders in 10

Years, 1885 94.

EQUITABLE....\$12,278,566

New York.....

Northwestern

Mutual Benefit

Connecticut Mutual.

Aetna

Penn Mutual.....

Prov. Life and Trust

There are many good life insurance companies, but among them all there must be

Gross Surplus, Dec	. 31,1894
EQUITABLE\$37	,481,069
Mutual	22,729,570
New York	21,576,751
Northwestern	14,100,870
Mutual Benefit	3,862,742
Connecticut Mutual.	7,763,270
Aetna	6,859,919
Penn Mutual	2,334,600
Prov. Life & Trust.	3,305,334
New Eng. Mutual.,	2,049,607

Ratio of Assets to Liabi Dec. 31, 1894.	lities
I Per	Cent.
EQUITABLE12	25.40
Mutual	112.55
New York	115.30
Northwestern	123.83
Mutual Benefit	107.46
Connecticut Mutual	114.25
Aetna	119.55
Penn Mutual	110.34
Prov. Life and Trust	113.93
New England Mutual	100 92

Ratio of Surplus to Lin Dec. 31, 1894.	b	ilities	ı
1 1 2 1 1 1 1 1 1 1	er	Cent.	ı
EQUITABLE	.2	5.40	ı
Mutual		12.55	l
New York		15.30	b
Northwestern		23.83	ľ
Mutual Benefit		7.46	ı
Connecticut Mutual		14.25	ı
Aetna		19.55	ı
Penn Mutual		10.34	ŀ
Prov. Life and Trust		13.93	ı
New England Mutual	**	9.23	ı

The best of all.

promptness of its payments and liberality of its settlements.

Increase in Total Income

in 10 Years, 1885-94.

EQUITABLE \$28,666,246

22,650,562

11,610,159

4,266,385

2,578.971

4,239,844

1,336,994

404,565

Mutual

New York.....

Northwestern

Mutual Benefit

Connecticut Mutual.

Aetna

Penn Mutual.....

Prov. Life and Trust

New Eng. Mutual ..

Assurance in Dec. 31, 18		
EQUITABLE \$91	3,556,733	
Mutual	854,710,761	
New York	813,294,160	
Northwestern	340,697,569	
Mutual Benefit	209,369,528	١
Connecticut Mutual	156,686,871	
Actna	135,907,796	
Penn Mutual	126,537,075	
Prov. Life & Trust	103,671,924	
New Eng. Mutual.	93 868 387	

Income Saved for Income in 1894.	vestment.
EQUITABLE \$16,	243,243
Mutual	14,877,638
New York	12,343,884
Northwestern	8,785,132
Mutual Benefit	2,192,565
Connecticut Mutual,	620,199
Aetna	1,689,380
Penn Mutual	2,098,393

H. B. Hyde, President.

H. D. Neely, Manager.

SURPLUS, \$37,479,802.85.

in 1894.	8
EQUITABLE \$10	3,243,243
Mutual	14,877,638
New York	12,343,884
Northwestern	8,785,132
Mutual Benefit	2,192,565
Connecticut Mutual.	620,199
Aetna	1,689,380
Penn Mutual	2,098,393
Prov. Life & Trust.	2,191,993
New Eng. Mutual	769,743

Increase in Assets in 10 Years-1885-94. EQUITABLE. \$127,173,189 Mutual 100,194,322 New York 103,551,792 Northwestern 50.750.484 Mutual Benefit 17,049,069 Connecticut Mutual 8,801,432 Actna 12,219,441 Prov. Life & Trust 17,891,778 Prov. Life & Trust 17,891,342

7,172,342

New Eng. Mutual.

Surplus Earned in 1894.

New Eng. Mutual 86	33,662
Prov. Life & Trust 1,14	12,404
Penn M.tual 1,00	8,160
Aetra 1.16	5,678
Connecticut Mutual 1,81	6,234
Mutual Benefit 1,93	33,648
Northwestern 4,00	3,745
New York 5,20	9,629
Mutual 8,01	10,801
QUITABLE \$8,181	

Cash Dividends Pa	id 1894
EQUITABLE\$2,	139,735
Mutual	1,308,345
New York	1,681,755
Northwestern	1,261,325
Mutual Benefit	1,674,264
Connecticut Mutual	1,265,415
Aetna	806,859
Penn Mutual	750 281

42,404 63,662
08,160
65,678
16,234
33,648
03,745
209,629
010,801

Prov. Life and Trust .. 644,682 New Eng. Mutual 530,588

Increase in Premium Income in 10 Y'rs, 1885-94. EQUITABLE.....\$24,007,601

Mutual

New York.....

3,278,187
-29,465
2,145,024
3,564,967
2,509,757
1,075,849

The Cool, Bracing Air Compensates for

Shortened Days.

Throng in London-Happen-

Indian summer is the joy of the wheeler

the glow of health to the face and makes ex-

ers cannot enjoy it as much as they wish,

the evening rides. But it is worth while to

work and dash out on suburban highways.

Some people feel the heat so severely that

they give up riding, at any rate for any great

distance, during the hot months, reserving

their energies for the cooler spring and autumn. For them, as well as for all other

riders, the best of conditions are now offered and will be for two months to come.

All possible objection to the use of the

blevele by women has now been met by a

very ingentous invention that promises to enrich its patentee. One of the most serious

obstacles to the riding of the wheel by the wearers of skirts—or even bloomers—was that

to little details of toilet necessary to complete enjoyment of the ride. But now she can

mount her wheel, equipped with one of these

latest machines, get her garb well and dis-creetly arranged, shift her gum to the most

favorable position for a comfortable chew say goodby to half a dozen friends, if need

as though she were standing with one foot on the step of a street car and the other on

the ground attending to these small pre

is a great future for a device such as this

which will enable the rider to make the start with the proper amount of feminine pro-

An enterprising Yankee has invented

GOOD ROADS IN POLITICS.

inaries after the usual fashion.

and be perfectly secure the while, as safe

ings in Local Circles.

18,452,023

Prov. Life and Trust New Eng. Mutual ..

Mutual

New York.....

Mutual Benefit

Connecticut Mutual.

Penn Mutual.....

Northwestern

Increase in Interest Income

in 10 Years, 1885-94

EQUITABLE.....\$4,658,645

THE MOVEMENT FOR GOOD ROADS | Horses ... 14,218,837 | 14,218,837 | Mules ... 2,331,027 | Oxen, etc. ... 36,849,024 Totals 53,293,888 \$1,721,535,789 Discussion of Wheel Prices and the On this basis he estimates that at least 2,000,000 more horses are being kep Prospects of a Cut-The Wheeling

The debilitating heat of summer is absent -and this is only one year's savings. and in its place the bracing breeze that brings the roads are properly constructed the saving would go on year after year, at an increasing ertion a pleasure. Unfortunately all wheelcountry increase.

It is evident that the future of the for the shortened day virtually prevents

take half a day or an hour off the routine of go into politics they can get about what they

the mounting was so difficult and uncertain that the fair rider did not have time to make her adieux to friends on the curb or to attend dayorite point of view for tourists, but they don't compare with the wheel. Sunday is a particularly good day for wheeling in the great city, for then most of the streets, from the Victoria embankment to the suburbs, are comparatively deserted by vehicles. The dar-

crastination that bicycling has heretofore bleycle rest calculated to make the wheel an easy thing to mount. Beginners fasten the clamp bracket to the lower bar of the bleycle frame, and when ready to mount place the foot upon a little step. The weight of this pressure throws forward and outward between the wheels two rubber-shod legs made of steel, about a foot long. The extremities of these legs are ten inches apart and makes the wheel as stable as a chair. The first movement of the foot upon a pedal auto-matically folds back the legs. The growing use of the blcycle has probably done more to advance the cause of good roads than any other one influence in the past five or ten years. There was a time, says the Minneapolis Tribune, when many farmers were inclined to look upon bleycle riders as a species of dude, and to oppose the expenditure of mouse on the highway for expenditure of money on the highway for their benefit. But now the farmers them-selves, and more especially the farmers' sons and daughters, are getting to be enthusiastic bicyclists, and the sentiment in favor of bet-ter highways is growing in the country as well as in the city. Indeed, so important has it become that the politicians are beginning to recognize the necessity of catering to the wishes of the people in the matter, and the recent Pennsylvania republican state conven-

tion inserted a good roads resolution in its platform. The New York democratic state convention followed suit by adopting the following plank: "Improved highways of travel throughout the state in the interest of our citizens, and particularly of the farmers and highly legislation." made observations on the fact. BICYCLE PRICES. A few years ago the farmers would have scorned to be classed with the bicycle riders, scorned to be classed with the bicycle riders, but the effective work done by the organized wheelmen in behalf of good roads has brought out facts which convince them that such roads will pay them in other ways than purchaser of a bicycle is very great. It has a process of the convince them that such roads will pay them in other ways than the purchaser of a bicycle is very great. It has a process of the convince them that such roads will pay them in other ways than the purchaser of a bicycle is very great.

fected by good roads. He quotes government figures compiled several years ago, relating to the number of draft animals owned in this country, as follows:

would be necessary to do the hauling between farm and market if the roads were properly These extra animals consume about \$300,000 worth of feed a day, or \$114,000,000 worth a year. Just imagine what a tremen dous lot of road improvement could be effected throughout the country for \$114,000,000

ratio, as the population and business of the roads movement is safe. In fact, the bicyclists are becoming so numerous that if they ever

THE BICYCLE IN LONDON.

London itself is a paradise for wheelmen writes a correspondent of the Washington Post. Outside a half dozen of the most crowded thoroughfares there are hundreds of miles of wooden pavement, too clean to be slippery when wet, and as smooth as a floor. Only two or three of the smaller parks are open to bicycles, except that wheelmen may cross Hyde park on the only road open to heavy traffic. You may visit three-fourths of the sights in London with perfect comfort on your wheel, from the palace in South Kensington, where the queen was born, almost to the East End. The tops of the 'busses are a ing London wheelman will go anywhere. You see him in the very thick of things on the Strand, Piccadilly and Oxford street, worming his way along, and few Americans would care to follow him. We looked at him with admiration for days, and expected to see him break his neck or at least a leg, but he com-placently kept on his way wherever there was room enough to push his handle bar

Englishmen are too much addicted to rid ing in long trousers and without any trous ers' guards, which, to be sure, they do no ed, for most of their wheels have a celluloid chain guard, which completely hides the chain from view. Of course this adds a little weight to the machine, but the English are not at all anxious, as Americans are, to whit-tle off every ounce that can be spared. At home, in our big parks and along our favor-ite bicycle ways, the scene is often brilliant for crowds of manly fellows and handsome women, many of them dressed with ad-mirable taste for their favorite exercise, are worth going far to see. But in a spectacular sense there is very little attraction about English wheeling. If the ladies have a particularly somber and dowdyish gown it is good enough for the wheel. I saw no wheelwomen in England whose costume seemed to be made for the pastime. One of our party saw two women in bloomer costume after nightfall. There are a few women in the coun try who are bold enough to disregard the con-servative prejudice against "rational dress." But in all our wheeling excursions in London and then up the Thames to Oxford, our zigzagging through Warwickshire, and on to Burton-on-Trent, and then our return through Leicester and Cambridge to London I saw no woman on the wheel in anything but the most ordinary street attire. How differ-ent things are just across the channel! An American friend, who hired a wheel in Paris last month, for a spin on the Bois de Bou-logne, says she believes she met 2,000 women on wheels, every one of them in bicycle cos

tume. Apparently, she was the only woman wearing a long skirt, and the small boys Manufacturers and dealers say that bley

WHEELING JOYS OF AUTUMN in making the going easier for bicycles. A Brooklyn writer produces statistics to show the great saving in wear and tear of horses and other draft animals, that might be effect of the great saving in wear and tear of horses and other draft animals, that might be effect of the great saving in wear and tear of horses and other draft animals, that might be effect of the great saving in wear and tear of horses and other draft animals, that might be effect of the women who object to such outflish, however any other word and he is only eighteen turers, agents and subagents, and the cost of the Glenwood Independent of the women who object to such outflish, however arrayed the women who object to such outflish, however hear the women who object to such outflish, however hear the fortune of hung. turers, agents and subagente, and the cost of advertising, the rent of agencies, and the expense of traveling salesmen. Three years ago one manufacturer estimated that go one manufacturer estimated that it cost tim \$25 in advertising to sell each of his 150 wheels. When all such expenses of

3,882,786

4,176,360

2,215,320

991,896

431,179

692,894

851,761

Jas. W. Alexander, Vice-President.

ASSETS, \$185,044,310.06.

Wm. Henry Brown, Cashier.

elling can be avoided the maker is willing to grant big concessions to purchasers. One athletic club furnishes its members with \$100 bicycles at \$72.50, a discount of 27½ per cent. Most makers are glad to give discounts, sometimes even larger than that mentioned, to riders with any kind of fast record. Still other dealers sell \$100 bicycles at the standard price on installments, and jump at standard price on installments, and jump at offers of \$85 in cash.

offers of \$85 in cash.

The big margin between the cost and the selling price is bringing more small manufacturers into the business all the time. Two or three skillful workmen may thus start in business. They buy most of the parts of the machine ready made, and their share of the work consists merely of finishing the other parts and assemblied. other parts and assembling the whole. They make a specialty of building bleycles to order, using the different makes of wheels nd other parts as desired by the customer They like to charge the regulation \$100 for their machines, but often may be induced to accept \$65 or \$75. Some of the excellent machines sold at \$50 to \$60 by the big dry goods stores come out of such small workshops. Others are supplied by manu-facturers of \$100 wheels, though not sold

nder their name. WHEELS OF THE SECOND CLASS. Such wheels might be classed as seconds, it is only in finish and in unim portant details that they are inferior to the higher priced machines. Nevertheless, it may be well to add that not all cheap mamay be well to add that not all cheap machines are good. Just as colored men have distinguished themselves as bicycle riders and instructors, so they have entered the field of manufacturing on a small scale with success. It is believed that all really good work, workmen, who try to turn out good work, workmen, who try to turn out good work, have prospered in the business of making bicycles on a small scale. Although they have not the advantages of the big manufacturers in the way of labor-saving machinery, they more than offset this by saving in commissions advantages. in commissions, advertising and other ex-penses of selling. Some of them have been kept pushed all summer making machines to order or for their regular stock trade. At present they are busy repairing and over-hauling the machines of cyclists who have been touring. They expect to be kept busy all winter making bicycles to order for use

ext spring. While manufacturers and dealers expec to keep prices up to the present notch, other people look for a fall next spring in view of the tremendous number of wheels turned out daily by makers, big and little. It is well known that some manufacturers have been unable to keep up with their orders this year. This fact has stimulated the produc bleycles to an extraordinary degree. Not long ago a western sewing machine concern put \$1,000,000 into a bicycle plant, and other makers have increased their facilities on nearly the same scale. It would not be sur-prising, therefore, if a flood of bicycles upon the market next spring should result in an

aportant cut in prices.

Persons who don't care if they are not up date, can get a good bicycle very cheap deed. There is a large supply of wheels that have been discarded by two, three, occessive owners, and their price has fallen with each transfer. They lack the latest im-provements, and the model may be several years old, but they are still serviceable. Some dealers make a business of buying such wheels and putting them in order. Buying one of them is a good deal of a lottery for a wheels may sometimes pick up a bargain. Dealers say that comparatively few wheels are rented nowadays.

THE BLOOMERS. The new woman finds very little sympathy in the moral village of Riverhead, L. I. The introduction of "bloomers" as a part of cycle costumes is largely responsible for this, and any wheelwoman with the hardthood to appear on the streets with abbreviated costume or divided skirts instantly feels the weight of public opinion. One woman, a stranger to Riverhead, suffered a shock to sensitive feelings through progressiveness in dress when taking daily spins, and her appearance fur-nished the elderly ladies of the village with

ever. While gliding along a broad avenue the strange woman was actually hooted at by a party of women who oppose dress reform This started a general discussion of the mat ter, and the modest young women of the village took sides with the more elderly. One and all agreed that the "bloomer" costume was scandalous and should be prohibited in Riverhead. No dissenting voices were heard at the discussion, and "bloomers" received a errible setback. The county seat wanted no abbreviation in cycle costumes, and that set-tled it. "Bloomers!" shouted one of the indignant women; "well, I guess not. The cry was echoed and re-echoed, and has become the argument of the objectors. This set the 200 women cyclists of Riverhead thinking, and not one of the number has shown courage enough to don the garb of

A girl in bloomers astride a horse was racing with a girl on a bleycle in Riverside park, New York. They created a great sensation. They were stopped by a policeman. Did he arrest them for their unwomanly behavior and mannish performance, take them into custody for being in attire not usually worn by women? No, indeed. havior and mannish performance? Did he not usually worn by women? No, indeed. Smart policeman. He merely warned them against violating the rules prohibiting fast riding and driving. And they went on their way in peace the same as other men, or at least like other women who want to be men.

Even Berlin, the fortress of prudery, is being conquered by the ubiquitous lady cy-clist. Up to quite recently it used to be said that the very dogs of Berlin ran in wild surprise after the daring woman who wore the bloomer costume or divided skirt. this summer ever so many Berlin ladies have taken to cycling and to a regulation cycling costume, and, curiously enough, the majority of these "advanced women" belong to the court circles. At a forthcoming offi-cial garden party there is to be a quadrille on cycles, executed by ladies and gentlemen

along Michigan boulevard in Chicago one man dared to make a very undignified audi-ble remark about her, she dismounted from her wheel to argue the matter after the fashion of the immortal John L. clinched her fists, and, holding them under the nose of the offender, proceeded with a defiant statement. Other men, as well as other bloomer-clad women, gathered about and enjoyed the fun immensely. The climax came when the man broke out in a derisive The new woman stopped swinging per fists under his nose and stru k him lustily The crowd cheered her on, and the man did not dare make any defense

Wheeling Notes. Dr. Meldon of Dublin, Ireland, thinks that e is the heaviest bicycle rider in the world.

"Wheeling," said the-man-who-talks-bicy-cle, "wheeling develops the body most sym-metrically." "So?" said the-man-who-doesn'tride. "I was beginning to get the notion that the jaw was the main thing developed." The L. A. W. Bulletin has an excellent sug-cestion as to the way in which bicycles can be carried as baggage by railroads, with safety to the bicycles and with economy of room in the car. The suggestion is to sus-pend the bicycles from rubber-covered hooks in the ceiling of the car, the wheels to be caught on the hooks, with the frames and handle-bars downward. In this way a large number of bicycles could be carried in a car which was comparatively full of other bag-

It is predicted by enthusiasts in France that the use of the bicycle by French women will bring about a permanent modification of the corset. The corset has been found to be an inconvenience for the bicycle rider, who needs the opportunity of free, deep breathing, and the unimpeded, unconstrained use of all her bedily powers.

The judiciary committee of the common council of Milyankas has dealed account.

The judiciary committee of the common council of Milwaukee has decided on a bicycle ordinance, which is very restrictive in its character. The ordinance as approved by the committee makes the use of lamps compulsory, and also makes it obligatory that riders shall ride at a speed so slow as to deprive the sport of much of its pleasure. It is charged that the livery interests of the city have taken an active part in pushing

months old. His father, H. L. Grant, Sr., is an expert wheelman, and has carried his little son on his bicycle since he was three months old, without having met with a single

7.166,195

8,930,048

2,665,193

2,619,123

1,142,909

2,068,353

1,726 518

687,506

Council Bluffs and Lincoln are to hold national circuit meets after all; Council Bluffs on October 11 and 12 and Lincoln on October 14. Their entry blanks and prize lists are out and they have the entries of such men as Bald, Sims, Kiser, Murphy and many other eastern cracks, while Omaha has laid down and will let these men pass right through and not make an effort to stop them, even for a day. The Associated Cycling club held a meeting at the Young Men's Christian association hall last Tuesday evening and formally decided to have no circuit meet this year, while the Ganymede Wheel club and Lincoln Cycling club showed energy and push enough to take hold of the matter and hold a meet. That their meets will be brilliant successes is hoped by all true wheelmen, and Omaha should turn out enmasse and attend the Council Bluffs races and therefore help make this meet a success. Lincoln is a little out of the way and not quite so handy as the Bluffs, but undoubtedly a number of Omaha people will go down there as well as to the Bluffs. Such racing as one will see at these places on the dates above mentioned will be worth going a long way for, as western people do not have the pleasure of seeing the fastest men in the country, if not

in the world, in competition very often. It is a very noticeable fact that the bicycle ordinance recently passed by the city council is being ignored by many wheelmen of this city. The authorities should see that this ordinance is rigidly enforced. If a few ar-rests were made it might prove an eye opener o some of these sidewalk riders. Another violation is the throwing of glass in the streets by people who live along the same. This is not only death on bicycle tires, but is very injurious to horses' feet which come in contact with it. When glass is found in the streets the street cleaners should make an effort to find out who put it there and have them brought to justice.

The lady bicyclists left for Denver las week, where they start in a six-day race to-morrow evening. It is hoped that it will be nore of a success than the one held in this

Omaha now has a full-fiedged cycling jour-al in the Western Cyclist, the first edition of which was published Friday, September 27. It is as good a cycling paper as there is in the west, and the editors, Messrs. Dean and Howe, say that they not only intend to have it as good, but are going to make it the best cycling journal in the west. They only ask the liberal patronage of wheelmen in order to help them accomplish this end.

Is the League of American Wheelmer growing? Well, the following figures ought to convince the most skeptic that it is. During September, 1893, there were 797 applica-tions, in 1894, 680, and in 1895 1,411, or nearly three times as many as the previous year The total membership is now over 90,000. When and where will Omaha hold her next

annual cycling show is a question which is now being discusses. Two weeks after the Chicago show would be a good time, as this would give the local dealers a chance to have their 1896 models here ready to show. Many of them will not know until after the Chicago show just what wheels they handle, as they will go there to choose t And since the Coliseum cannot be had about the next best place is the Omaha Guards armory, which is probably larger than any other hall in the city, and, being centrally located and on the ground floor, it without a doubt the best place to show.

Sunday, September 29, the club run was to the apple-bedecked little city of Glenwood, Ia., twenty-five miles distant. On the outskirts of Glenwood the boys were met by committee which escorted them into town

upon which were arrayed the most tempting viands it has ever been the fortune of hungry cyclists to behold. After the repast, which was served by the most pleasant little group of ladies ever gotten together, the members of the Commercial club threw their elegant parlors open to the club of "bykers," who amused themselves in games of cards and billiards and contented puffs of cigars donated by the gentlemen who so generously looked after the club's welfare in the little oked after the club's welfare in the little city. Taking the club run all through, the boys never enjoyed a better one, and each participant will always have a warm place in

97,643,828

48,421,138

16,775,122

8.633.528

11,838,533

15,001,784

17,515,426

Income Saved for Invest-

ment in 10 years, 1885-94.

EQUITABLE . . \$126,000,761

Mutual

New York.....

Northwestern

Mutual Benefit

Connecticut Mutual

Aetna

Penn Mutual.....

Prov Life & Trust

New Eng. Mutual.

his heart for the Reubens and Rebekahs of After being urgently pressed for another visit to Glenwood by its most generous people the clubs of Omaha and Council Bluffs have ecided to make Sunday, October 13, a grand joint run, which we hope will be the best and largest attended run of the closing season. Harry Potts sustained quite a shakeup en-route by running too close to a fractious horse, which proceeded to resent the en-

croachment by vigorous kicks, which caught the handle bars of his wheel, bruising his right hand and otherwise jarring his nerves. Always give teams as wide a berth as possi-Our Ben Hosford had the misfortune to kick a pedal off his wheel going into Glen-wood, but showed genuine Tourist pluck by riding into Omaha with one foot and not a great ways behind the push, either.

Lieutenant G. M. Randall has been very ill this last week, but it is hoped he will soon be able to join in our weekly outings. During the week the roads have been in excellent condition and well lighted by the luminous queen of night and many cyclists have taken advantage of the same for century runs, among the number being Mrs. G. M. Randall, accompanied by C. E. Jenkins. left the 'pump house' at 3 p. m. bound for Tekamah and made the run up in five hours, counting in thirty-five minutes spent at Blair for supper. On the return she passed Tom Spencer and Cyclone Pete northward-bound. At Calhoun she was met by four of the club boys, who were very anxious she should make this, her first journey, as was shown by the fact that it was about 2 a. m. when they met her. The party was made up of First Lieutenant G. M. Randall, Second Lieutenant Dave Harding, Mr. Russell and Clarence Bauer. Mrs. Randall arrived at Omaha at 4 o'clock, having made the run in thirteen hours, being par excellence as to time, espe-

half express her delight.

At the regular monthly business meeting of the club, Thursday evening, presided over by H. K. Smith, the election of a president for the coming season of 1896 was held, Mr. Parish being one of the nominees and unanimously elected to the position, which we know he will fill most diligently. Captain H. E. Smith tendered his resignation as a delegate to the Associated Cycling Clubs Omaha, which was accepted regretfully by the boys, as they have become greatly at-tached to him and know that the club will feel the want of a member endowed with the zeal of Captain Smith. His reason for re-signing is found in the fact that he is to be away a great deal in traveling for a promi-nent manufacturing house. Harry Smith, we wish you all the success ever attained, and may you look back with pleasure to the time when you led "Omaha's Two Hundred

on to victory.

The Popular Health Magazine says that the most perfect town in the world, as regards its drainage system, is Pullman, near Chicago, situated on the bank of Lake Calumet and containing about 12,000 inhabitants. The whole of the sewage is pumped to a farm of 300 acres, three miles distant from the town sewers are ventilated by connecting all of them with a high chimney stack, which also serves for the engine fires at the pump are a serves for the consequence is, that when one is passing an open grating in the street, he is not assailed by whifts of malodorous sewer gas; on the contrary, the down draught caused by the high central chimney sucks the fresh outside air into the sewers, which are thus kept wholesome and innocuous.

Riverhead, suffered a shock to sensitive feelings through progressiveness in dress when taking daily spins, and her appearance furnished the elderly ladies of the village with a choice morsel of gossip. It was after the shades of night had fallen that the stranger who spent the summer at Mount the summer at Mount to the

Increase in Surplus in 10 Years-1885.94.

ANY STREET	
New Eng. Mutuat (Decrease)	-453,790
Prov. Life & Trust	1,761,370
Penn Mutual	1,052,549
Actna	1,890,053
Connecticut Mutual.	3,553,853
Mutual Benefit	722,363
Northwestern	10,593,993
New York	14,883,707
Mutual	16,652,664

Increase in Assurance in Force in 10 Years - 1885-94.

	_
New Eng. Mutual.	31,239,591
Prov. Life & Trust	61,980,155
Penn Mutual	82,557,215
Aetna	51,244,205
Connecticut Mutual	4,456,186
Mutual Benefit	73,525,985
Northwestern	241,903,587
New York	583,911,574
Mutual	502,921,476
EQUITABLE., \$604	,147,562

Surplus Earned in 10 Years, 1885-94.

EOUITABLE \$46,259,509

	,,=0-,000
Mutual	41,384,129
New York	33.993,408
Northwestern	21,098,950
Mutual Benefit	14,798,901
Connecticut Mutual.	15,502,406
Aetna	8,266,010
Penn Mutual	6,843,544
Prov. Life and Trust	5,527,517
New Eng. Mutual	4,904,633
The state of the s	- CANDON NO.

TOLD OUT OF COURT.

Some years ago there lived in Alabama udge who was noted for the sarcasm which e dispensed during his administration of ustice. On one occasion a young man was tried for stealing a pocketbook. The next case was for murder. The evidence in the larceny case was slight, but in the other seemed to the judge conclusive. To his amazement and wrath, however, the jury convicted the young man and acquitted the murderer. In passing sentence upon the convicted thief, after the discharge of the other prisoner, the judge said: "Young man, you have not been in this country long?" your honor," replied the prisoner. "I thought not," said the judge; "you don't know these people; you may kill them, but don't touch their pocketbooks."

On another occasion, when the evidence seemed to point conclusively to the prisoner's guilt, but when the judge, from long experience, distrusted the Jurymen's wisdom, the counsel for the defendant said: "It is better that ninety-nine guilty persons should escape than that one innocent man should suffer." In his charge to the jury the judge admitted the soundness of the proposit but added impressively and severely:
"Gentlemen, I want you to bear in mind that ninety-nine have already escaped."

"There are times when legal wit and resource trench closely upon profanity," said Atorney Charles H. Dummed to the Chicago Inter Ocean. "The idea is sugested by a document which was drafted by an Irish legal friend of mine, one Felix D. McAvoy, who practices law down in Morgan county. On one occasion Felix represented the female complainant in a divorce case. She applied complainant in a divorce case. She applied complainant in a divorce case. She applied for divorce on the ground of desertion, her husband having taken a sudden, peculiar fit of religion, and skipped out, leaving her to look after herself, simply informing her, 'The Lord would provide,' Felix drafted the bill of divorce, which contained the allega-tion: "That your oratrix shows unto your honors that the defendant Norris some time since joined the Salvation army, commonly, called the Army of the Lord; that since that time he has neglected your oratrix and her seven small children and has falled to supply them with the necessaries of life, telling her and them that the Lord would provide, and as the said Lord has utterly falled to do cially so for her first century, and to say though often thereunto requested, the said Lord, however, not being made a party to this suit, your honors are called upon

A young lawyer talked four hours to a jury, who felt like lynching him. His opconent, a grizzled old professional, arose, coked sweetly at the judge, and said: Your honor, I will follow the example of ny young friend, who has just finished, and ubmit the case without argument." he sat down, and the silence was large and

Stub Ends of Thought. Detroit Free Press: All good men don't ake good husbands.

What we know about yesterday doesn't seem to help us much with temorrow.

The world contains many "tired women" who wouldn't rest if they had the opportu-A woman won't lie for her own sake nearly

so easily as she will for the sake of somebody

Nobody is mistake-proof. Most sentiment is liable to mildew if not carefully looked after. Cupid shoots his arrow through a pocket-

A woman can't be any more constant than man, but she can keep it up much longer. Cupid is represented as a child, because an adult Cupid would be chased out of the centry for reckless shooting. Education is an acquired habit.

His Specialty. New York Recorder: New Resident (at

Faraway)-Who is the best physician in the High Local Authority-Dr. Germs, by all means. He is becoming a very famous man. Why, people are sending for him from every where. I advise you to try him.

New Resident—What is his specialty?

High Local Authority (with pride)—Autopsies, I believe, sir."